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AUTHORITY
AGO ltr 29 Apr 1980 ; AGO ltr 29 Apr 1980

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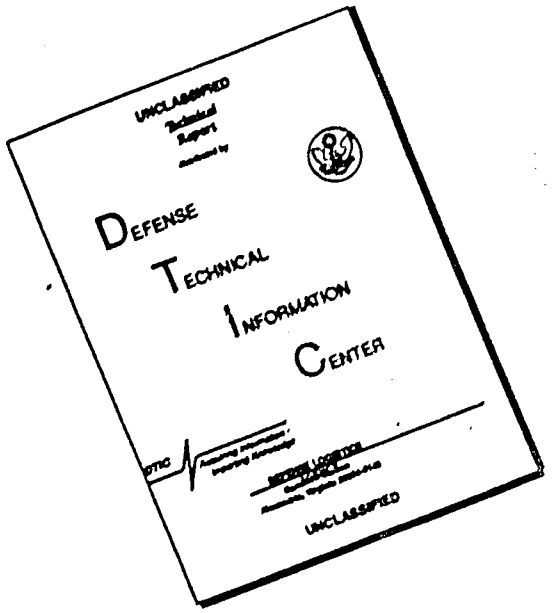

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DEPARTMENT OF THE ARMY
HEADQUARTERS 44TH ENGINEER GROUP (CONSTRUCTION)
APO San Francisco 96233

RILCA-OP 5 May 1966

SUBJECT: Operational Report of Lessons Learned for the Quarterly Period Ending 30 April 1966 (RCS GSGPO - 28 (R1))

THRU: Commanding Officer
9th Logistical Command (B)
APO US Forces 96233

THRU: Commanding General
USARYIS
APO US Forces 96331

THRU: Commanding General
CINCUSARPAC
APO US Forces 96557

TO: Department of the Army
ATTN: OACSFOR
Washington D.C. 20310

Attached is the quarterly Operational Report of Lessons Learned, for the 44th Engineer Group (Const) for the quarter ending 30 April 1966.

FOR THE COMMANDER:

1 Incl
as

WALCOLM B. TENNANT
Major, CE
Executive Officer

CONFIDENTIAL

HEADQUARTERS 44TH ENGINEER GROUP (CONSTRUCTION)
APO 96233
OPERATIONAL REPORT OF LESSONS LEARNED
FOR THE QUARTER ENDING 30 April 66

SECTION I

1. MISSION: The 44th Engineer Group has the mission of providing general engineer construction support to the 9th Logistical Command. Areas of responsibility cover Eastern Thailand from Sattahip in the south to Ubon in the east to Udorn in the north. The radius of operation extends up to 400 kilometers from the headquarters at Korat.

2. PROJECTS COMPLETED: Although the official opening ceremony for the Bangkok by-pass road was held on 25 March, slope shaping and final clean up remains in progress at this time. Completed projects include:

a. Korat POL Facility - Phase 1. So much of the project required to provide a usable facility (tanks, piping, manifolding, separators, pumps, truck fill stands, harastands, and connections to the existing system) was completed on 30 April.

b. 3 kilometers of double bituminous surface treatment over a 6" base was applied to the road connecting Camp Friendship with the Korat Air Base. Costs were borne by the Air Force.

c. 10,000 square meters of miscellaneous roads, parking lots, and hard-stands were completed at Camp Friendship.

3. NEWLY ASSIGNED PROJECTS: The following new projects, consisting of the design and construction phases were received during the reporting period. Billets and administrative buildings utilize the 40 x 48 ft, open louvered building as the basic building block with modifications and combinations as necessary. Maintenance space is provided by 40 x 100 ft open sheds while warehouses and other large enclosures are 40 x 100 ft open louvered buildings.

a. Camp for 809th Engr Bn at Sattahip. (9th Log Comd 66-14). This project consists of some 10 buildings and facilities including billets, motor pools, maintenance facilities, administrative buildings, support and service facilities, water distribution, and electrical distribution system. The camp includes provisions for enlargement to a 1000 man camp. The estimated cost is $575,000.00. This project was started on 10 Feb and is 40% complete.

b. Sattahip POL Facility (9LC 66-13). This project consists of 5 ea 10,000 barrel tanks, piping, manifolding, pumps and separators, fill stand, roads, a harastand, fencing and lighting, and an administration building. This project has a 1 July completion date and is estimated at approximately $200,000.00. This project was started on 21 March and is 60% complete.

c. [illegible] Friendship [illegible] (... -2c). This project [illegible] Friendship [illegible] in April [illegible] includes [illegible] pool, roadway, and 7 buildings ranging from billets and administrative buildings [illegible] ies and a warehouse. [illegible] estimated cost is [illegible], [illegible]. [illegible] project is 63.[illegible] complete.

d. [illegible] Signal Site: ([illegible]). This facility will consist of [illegible] billet, [illegible] 90 [illegible] n, fencing, lighting, [illegible]. [illegible] terminal for communications [illegible], [illegible] 00.00. This [illegible] awaiting [illegible] reference.

e. [illegible] quarters (... 00-18). This facility consists [illegible] storage space, [illegible] and access road. [illegible], [illegible] 00. [illegible]

f. [illegible] (... 6-1...). [illegible] billets, [illegible], [illegible] showers, [illegible], [illegible] maintenance [illegible] ion [illegible], [illegible] 00. This project [illegible]

g. [illegible] Quarters, [illegible] (... -22). This project [illegible] [illegible] design with [illegible] [illegible]. Total cost is approximately [illegible], [illegible] began on 21 April [illegible].

h. Signal Site Construction. ([illegible]). [illegible] at [illegible], 2 at Sakhon Nakhon [illegible]. Total cost is $25, [illegible].00. This project is [illegible].

i. Cantonment [illegible] (... -1...). [illegible] Friendship, consisting of 26 [illegible] billets, [illegible], [illegible] maintenance [illegible], [illegible] showers, 3 latrines, [illegible], [illegible] square feet [illegible] for motor park. [illegible] cost is [illegible] 150, [illegible]. This facility will house [illegible] and is under design.

j. [illegible] Cor [illegible] (... 00-...). This facility will [illegible] This [illegible] includes [illegible] quarters building of 13,000 square feet, ([illegible] air conditioned) plus 14 [illegible] of the type [illegible]. [illegible] $100,000.00 for the [illegible] facility. This project is under design.

k. [illegible] West II (... -2...). This cantonment [illegible] Friendship will provide living and administrative [illegible] engineer [illegible]. [illegible] cost is [illegible], [illegible].00. This project is under design.

4. STATUS OF PROJECTS CARRIED OVER FROM LAST REPORT PERIOD:

a. Bangkok By-Pass Road: This job is complete except for shaping of slopes and final clean up. Current percentage of completion is 99.7%.

b. Bangkok By-Pass Extension: (Military Road Phase). Clearing is approximately 80% complete, subgrade work is progressing and application of a granular surfacing material has begun in the center section. The military road phase is 32% complete.

c. Paving of Open Storage Facilities (Korat). One concrete pad and two double bituminous surface treatment pads are complete and usable. The project is 93% complete.

d. Korat POL Facility Phase II: This phase (See par 2a above) will complete the facility and consists of 6 permanant buildings including a drum and can cleaning building, a drum and can filling building, a knock engine building, a laboratory building, an administration building and a welding facility. This project is awaiting materials and will be programmed as construction forces become available from higher priority projects.

5. ASSIGNED MISSION: The 44th Group has the mission of conducting reconnaissance and compiling reports on all main and secondary roads in Northeast Thailand. 2021 kilometers of road and 463 bridges have been reconnoitered and reports prepared during this period.

6. ORGANIZATION: (See Incl 1 and 2)

7. CURRENT DISPOSITION: (See Incl 3)

8. PLANNED DISPOSITION: (See Incl 4)

a. 561st Engineer Co (Const): Effective 1 May, the 561st Engineer Co. (Const) will be relieved from assigned to the 809th Engineer Bn (Const) and assigned to the 44th Engineer Gp (Const), closing into Camp Friendship by 6 May. The mission of the company will be to accomplish the increased construction requirements in the Korat and outlying areas thereby releasing the 538th Engr Bn (Const) to devote full effort on the Korat-Kabin Buri Extension of the Bangkok By-Pass Road. The earth moving platoon of the 561st will be attached to the 538th to give added earth moving capability.

b. 809th Engineer Bn (Const): Present plans provide for the 809th to complete the Sattahip POL Facility and Cantonment and finish slope work and final clean up on the Bangkok By-Pass Extension and then be relocated to projects yet undetermined.

9. DIFFICULTIES ENCOUNTERED:

a. Construction materials: Materials are an ever increasing problem due to an increasing demand and a general shortage of all but native materials.

Primary difficulty lies in the area of delivery time and compliance with specifications. Approximately 60 days are required from initiation of purchase action to receipt of materials. Many materials, including the more common items such as lumber and aggregate do not meet specifications. Lumber is green, poorly sized and often unsound. Aggregates do not meet specifications for graduation and cleanness. Action taken to alleviate the problems include hand carrying purchase requests through the administrative channels, constant follow up, writing of simplified specifications for the nontechnically qualified contracting personnel and performance of tests and inspections upon materials for the contracting officer. Efforts to forecast requirements in advance are continuous, however, this is not possible for emergency requirements. We also have requested that action be taken to establish an operating stock which would provide a source of materials to permit rapid reaction to an emergency requirement.

b. Spare Parts: Nonavailability of repair parts continues to be the greatest obstacle to full production. As an example; the 538th Engr Bn (Const) has been in-country over 9 months, yet the ASL of 1699 line items stands at 879 items at zero balance, (52%). At the same time the PLL of the 538th has 18% of the line items at zero balance. During the report period, the 538th submitted 8594 requisitions, of which 6072 were outstanding at the close of the period. The deadline rate in the battalion, stands at 20% for engineer and 13% for ordnance items. The 809th Engr Bn (Const) is in somewhat better condition statistically with 9% line items at zero balance, of the 4515 listed on the ASL. This figure is deceiving in that most of the items at zero balance are high demand items. A reexamination of requisitions and upgrading of priority 17 and 12 to 07 and 02 has brought some relief, however, this relief will probably prove temporary once all units adopt this approach. A major source of parts for engineer items, common with civilian contractors, has been local purchase. Without this source, the situation would indeed be bleak since as much as 40% of the engineer parts have come from local purchase. A critical situation has developed in the supply of tires, which is beyond the capability of this organization to solve. Tire sizes 1100 x 20 for 5 ton dump trucks, 1300 x 24 for the motorized grader, 1600 x 24 for the scoop loader plus 2950 x 20 for the 830 H. tractor are not being received and stocks are virtually exhausted. If this situation continues, earth work operations will cease within a few weeks and units of the 44th Engineer Group will be unable to perform their mission. Immediate attention is urgently required.

c. Specialized Equipment: No workable method has been found for obtaining supplemental and special equipment not found in the TOE. This problem has been compounded since implemenation of the concept of the ITOE. As but one example, the 538th initiated action to obtain critically needed water distributors for compaction control in October 65, however, they did not receive authority to place requisitions until April 66. Other similar experiences have been undergone for generators, compaction equipment and rectifiers. Some resources have been diverted from the 809th, however, this is only a temporary solution. In order to obtain immediate relief for the shortage of water distributors in the 538th, a rental contract has been negotiated.

d. Surfacing material for the Bangkok Bypass Extension: A suitable surfacing material for this road has so far been difficult to locate.

Natural materials in the area are generally silts, clays or a combination of the two. The wearing course must be granular in order to provide a durable all weather furface. Some laterite exist at K-130, however, the quantity is limited and hauling to the center sections of the road would be uneconomical. Deposits of a decomposed granitic material were found in the vicinity of K-90 with a high CBR value and good abrasion resisting qualities, however, the majority of the grains (80% - 90%) will pass the #4" sieve and are virtually non plastic. Any surface constructed of this material would be extremely dusty and chalky, and would be subject to heavy erosion. In order to provide some stability, three methods of binding the material were considered. A portland cement soil stabilization, a road mix using this material mixed in place with an asphalt prodect, and finally a modified surface treatment. Considering time and equipment, plus the intended life span of the military road phase, the surface treatment was chosen for test. A test section is being prepared in which a 10 inch lift of the decomposed granite will be compacted to 100% modified AASHO density. Next an RC-2 prime coat will be applied at the rate of .2 gal/sq yd. After 72 hours for curing, a tack coat of RC-2 is applied at a rate of .15 gal/sq yd, followed by a ½" application of decomposed granite. Due to the fineness of the material, curing is slower, thus a MC was substituted for an MC cut back. After the asphalt achieves its set, the section will be tested by traffic. Indications thus far appear promising.

e. The POL Tank Farm, at Korat, presented a problem in tank erection when it was discovered that the 10,000 bbl tanks manufactured by American Pipe and Steel Co would not fit together properly. Holes prepunched for bolts in the side sections did not line properly and the final row of side panels would not close. These tanks were replaced by similar ones produced by the Butler Tank Co., and by Black Siballs Bryson Co. Inc., with much better results. Lessor difficulty was encountered with the product of the Farmrite Implement Co. A separate report of unsatisfactory equipment has previousely been forwarded through command channels.

f. Personnel skilled in operation of equipment are in short supply. Approximately 10% of the replacement equipment operators have sufficient experience to operate equipment without further instructions. The remainder must receive further training and undergo extensive closely supervised OJT prior to assuming full responsibility for operation of equipment. The 809th experienced a shortage of equipment operators who could perform to the tolerances required of a Class A highway during construction of the Bangkok By-Pass Road. Temporary relief was achieved by obtaining skilled operators on TDY from other units. Although bulk fills now account for less than 5% of our incoming personnel this figure is increasing. These personnel required retraining, and cause considerable hinderance to a unit working close to a deadline. The EM's previous training is unused, skilled personnel must devote time to retrain them and the end product is often an individual trained at a lower skill level than he previously worked in, and not necessarily proficient at the new skill. The short tour necessitates repetition of this OJT training cycle.

g. Due to circumstances peculiar to short tour areas, units of the 44th Engineer Group are constantly understrength. As is normal, the assigned strength averages from 3% to 6% below the authorized strength. However, because individuals are picked up as assigned when they leave their units

to come to [illegible], [illegible] normally desire [illegible] leave time before reporting, the present [illegible] strength has been approximately 1[illegible]% below the [illegible] time.

h. Morale: [illegible] adverse effect upon morale [illegible] facilities, [illegible] [illegible] received. [illegible] effort [illegible] [illegible] engineer company [illegible] [illegible] rooms, [illegible] [illegible] [illegible] secure [illegible] necessary [illegible]. The [illegible] [illegible] letter, subject [illegible], [illegible] - [illegible] I. [illegible] April 1966. In this letter, the [illegible] [illegible] [illegible] [illegible] [illegible] were [illegible] [illegible] [illegible] Group. This poor [illegible] offers [illegible] [illegible] [illegible] Army career.

i. Many supervisors of all grades lack the experience and training necessary for efficient employment of heavy equipment. As a result, equipment is [illegible], improperly employed, or otherwise used in a fashion whereby only a fraction of its capabilities are utilized. Additional training, both in employment and maintenance, is essential for acceptable levels of performance. Groundwork is now being laid to establish a two week school for supervisors within the [illegible] Gp.

SECTION II

LESSONS LEARNED

A. PERSONNEL

1. No provisions exist in the TO&E for staffing of purely overhead positions necessitiated by the operation of separate installations. Tables of Distribution must be approved in advance in order to avoid bleeding the organizational supervisory structure to staff requirements such as Club Custodians, R & U Supervisors, PX managers, A & R Specialists, Provost Sgts etc.

2. The immense amount of hand work coincident with construction in jungle terrain, plus the 15% average TOE understrength, necessitates employment of several hundred laborers. Supervisors for these crews now must be provided at the expense of the TOE structure. Here again, a T.D. is essential in order to avoid cannibalization of the organization to provide supervision. It has been experienced that the effectiveness of the TOE force, as well as the local national labor force, suffers when TOE supervisory positions are split between the two functions.

3. The 538th Engineer Bn arrived in-country on 15 August yet no effort was made to adjust rotation dates of personnel till Dec, after the battalion was assigned to 44th Engr Gp. As a result, over 50% of the battalion will rotate in a 60 day period, making continuity extremely difficult to maintain. Upon arrival, an immediate and planned reassignment by MOS and grade should be undertaken with similar in-country units to iron out the rotation hump.

B. ORGANIZATION

1. As lines of communications are constructed or rehibilitated, no maintenance force exist for reliable maintenance and deterioration begins immediately. Local highway departments will not maintain roads in a satisfactory condition and reliance on construction forces will rapidly deplete their ability to construct new routes. Provisions for specially tailored maintenance units should be made while construction is in progress. Type B units or Labor Service Units are recommended as a means of staying within troop position authorizations.

2. Some workable method for obtaining additional supplemental and specialized equipment must be provided. Submission of an MTOE each time a need arises is unworkable and unsatisfactory. Some approved authority should rest with the area command or allowances for purchase from project funds should be made. Each mission assigned an engineer construction force requires some special equipment for which the MTOE system is not sufficently flexible or responsive.

C. TRAINING

1. The majority of supervisors, both officer and enlisted, are inadequately prepared to efficiently employ the equipment of an engineer construction company. An intensified training program is therefore necessary to achieve an accepted degree of efficiency in maintenance and employment of equipment. Such a school requires the services of expert instructors, adequate training aids, and should be established and planned centrally and executed at no higher than group level.

2. M.O.S. qualifying schools should be locally established to provide retraining into critical MOS or to further qualify personnel partially trained. Again, this training should be accomplished at group level to minimize absences from units. Resources to conduct this training are not available to the 44th Group, which is understrength in experienced officers and NCO's and fully committed on an operational mission.

D. INTELLIGENCE: There is a general lack of engineer intelligence in under developed countries, in areas of roads, airfields, materials, and terrain data. Consequently the 44th Engineer Group has been conducting extensive reconnaissance which further dissipates key personnel. Provisions should be made for providing these services by trained and competent personnel organized as terrain and intelligence detachments attached to the headquarters with overall planning responsibility.

E. OPERATIONS

1. Inadequate groundwork was laid for the arrival of the 538th. A planning detachment should proceed the main body by at least 75 days to coordinate requirements and support and to communicate additional requirements to the parent unit prior to shipment of its equipment.

2. An aviation augmentation was provided for the 538th Engineer Bn. for the purpose of medical evacuation and facilitation of command and control. Although personnel, equipment and parts shortages have thus far made it impossible to station the aircraft with the 538th, the original requirements still exist and it is recommended that the aircraft be stationed with the 538th when conditions make this possible.

3. The reliance on local purchase, by a contracting officer without a technical staff, has placed an increased burden on Group and Battalion operations sections. Detailed specifications must be written in non technical terms but yet definitive enough to bind the contractor. Added quality control teams must be provided to test and inspect all contractor deliveries. As an alternative, it is recommended that technical personnel be added to the staff of the contracting officer, capable of writing and interpreting specifications, making precontract surveys to determine the contractors performance capability and conducting inspections at the point of shipment.

The present system of inspection leads to constant poor relations with contractors who have other markets and are not motivated to comply with specifications. Indigenous suppliers often resort to unethical practices which could be largely avoided by a technically trained staff closely inspecting production and shipping.

4. The value of air test, prior to hydrostatic tests, was recently proven at the Korat POL Facility. Air was used as a preliminary method of locating leaks in the victaulic and flanged connections. The more serious leaks were audible while the smaller ones required a soap-sud solution for detection. Approximately 15% of the victaulic couplings leaked on first test. It was discovered that the gaskets had lost elasticity in storage and, where there was a small amount of foreign matter on the joint, the gasket would not seal tightly. Joints were throughly cleaned and more pliable gaskets were installed and the air test was continued till only slow bubble forming leaks remained. Next the system was filled with J.P-4 and pressurized. Two small leaks developed which were easily and quickly repaired. The use of air facilitated testing in that no fire hazard was created by spillage, no contamination of the ground was created, and time required to drain the system before leak repair was eliminated. Close inspection of each joint is generally the quickest way to determine if leaks exist since temperature changes cause widely fluctuating pressure. Compressors with high volume capacity and pressure of at least 150 psi are desirable for rapid high pressure testing.

F. LOGISTICS

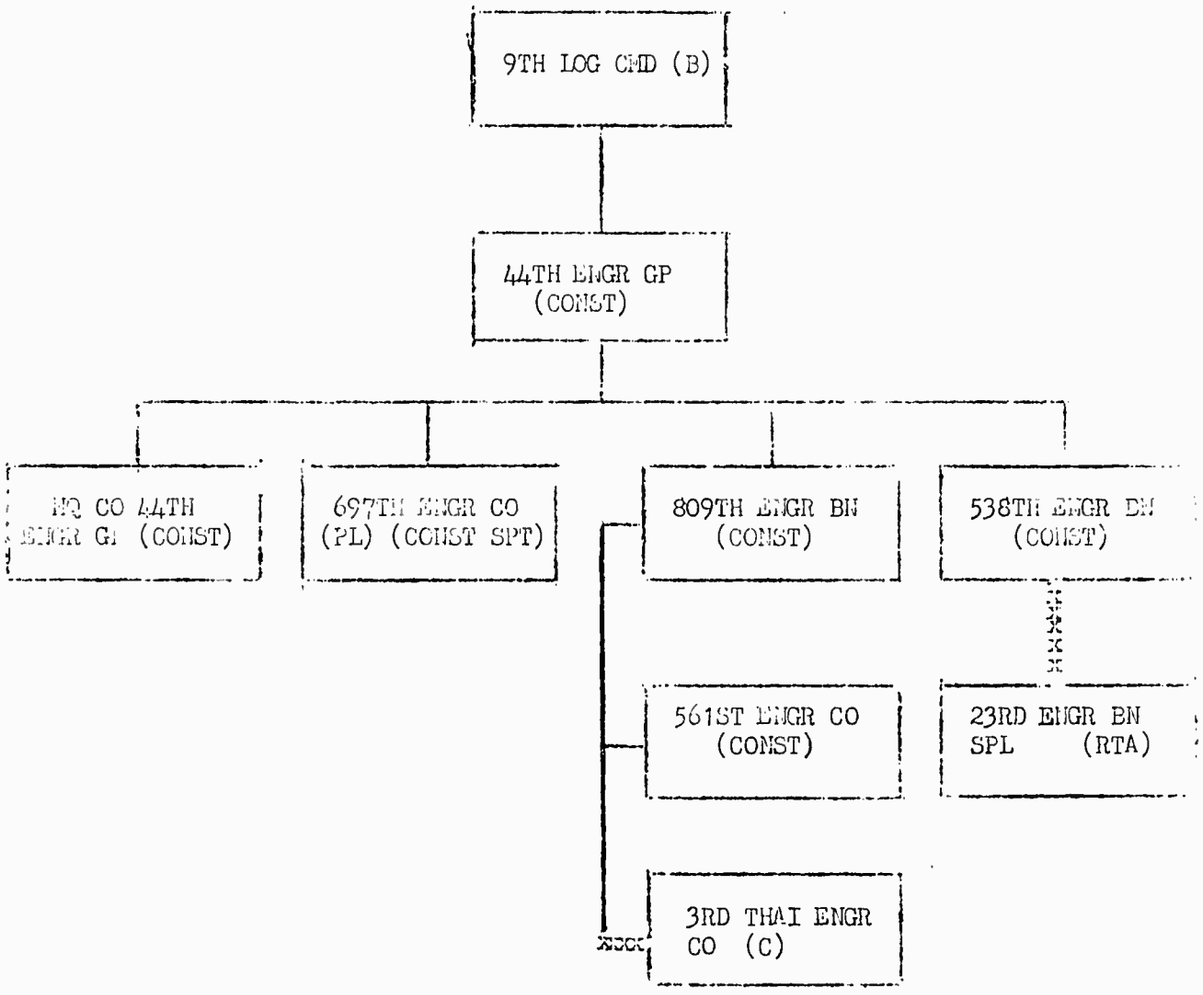
1. As a further means of reducing lead time for the delivery of materials, the establishment of blanket purchase agreements is recommended. 9th Logistical Command is presently working on this approach, which should contribute materially to the reduction of the 60 day period we must wait for construction to start.

2. As a further expansion of the operating stock previously mentioned, the establishment of a depot stockage, of say 90 days, would enable closer quality control and conformance to specifications, would reduce lead time and would contribute greatly to flexibility in employment of construction forces. This has the added advantage of allowing bulk purchases at more economical rates.

FRANKLIN S. MOON
Lt Col, CE
Commanding

4 Incl
1. 44th Engr Gp (Const) Organization - Present
2. 44th Engr Gp (Const) Organization after 6 May 1966
3. 44th Engr Gp (Const) Troop Disposition - Present
4. 44th Engr Gp (Const) Troop Disposition after 6 May 1966.

44TH ENGINEER GROUP (CONSTRUCTION)
ORGANIZATION PRESENT

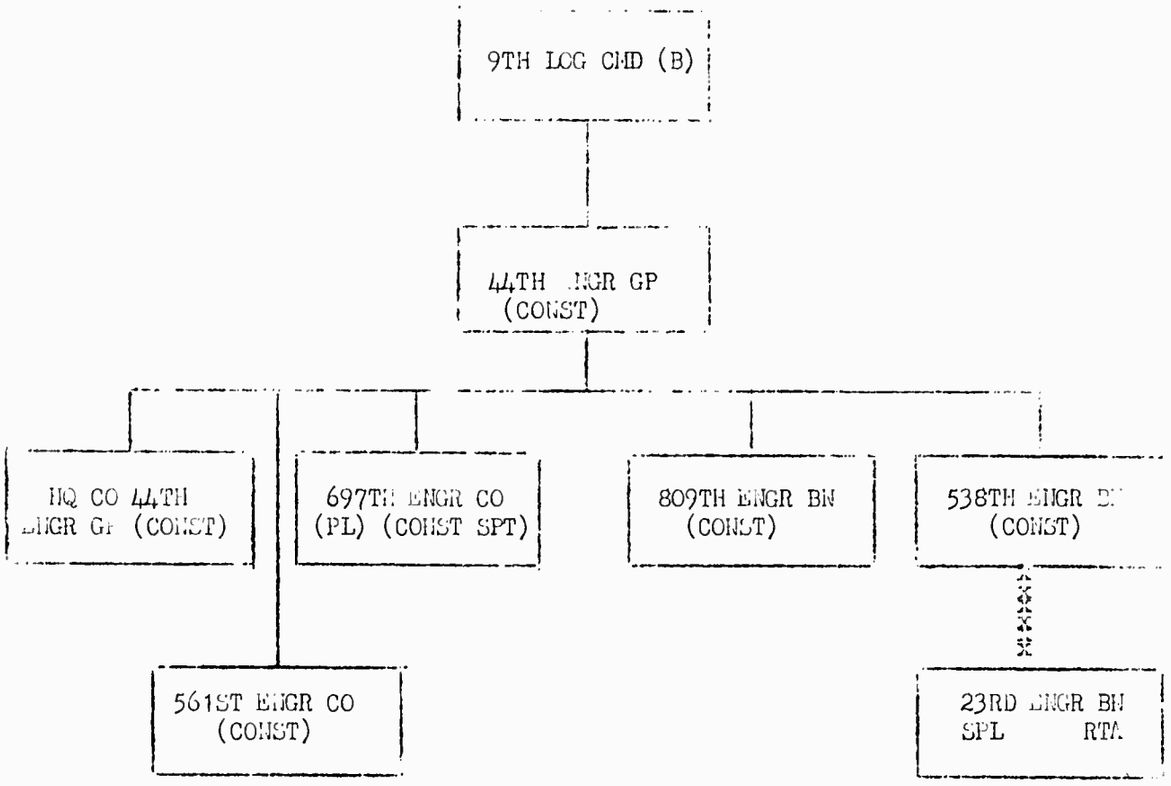


LEGEND

———— NORMAL COMMAND

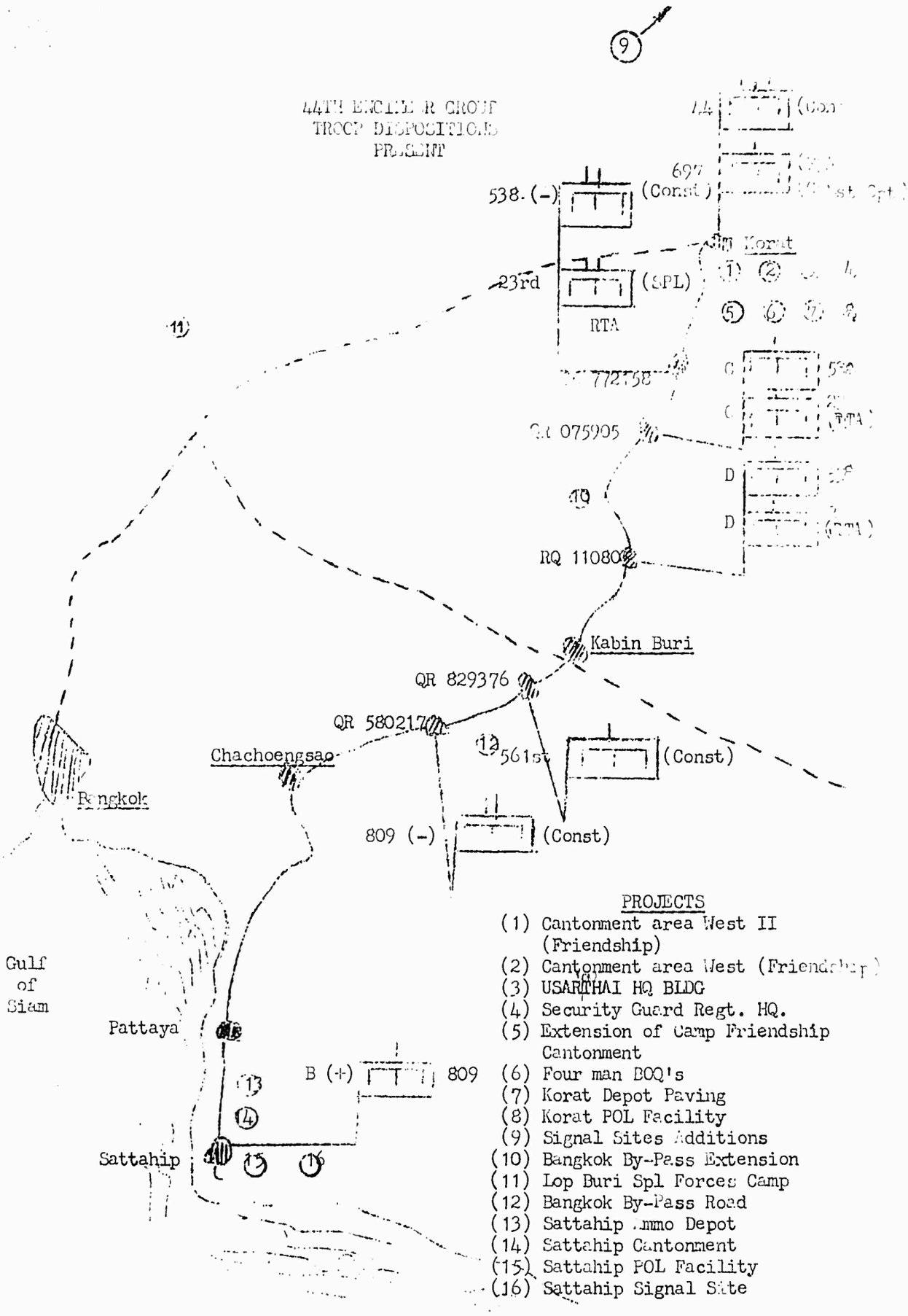
xxxxxxxxxx OPERATIONAL CONTROL ONLY

44TH ENGINEER GROUP (CONSTRUCTION)
ORGANIZATION AFTER
1 MAY 1966



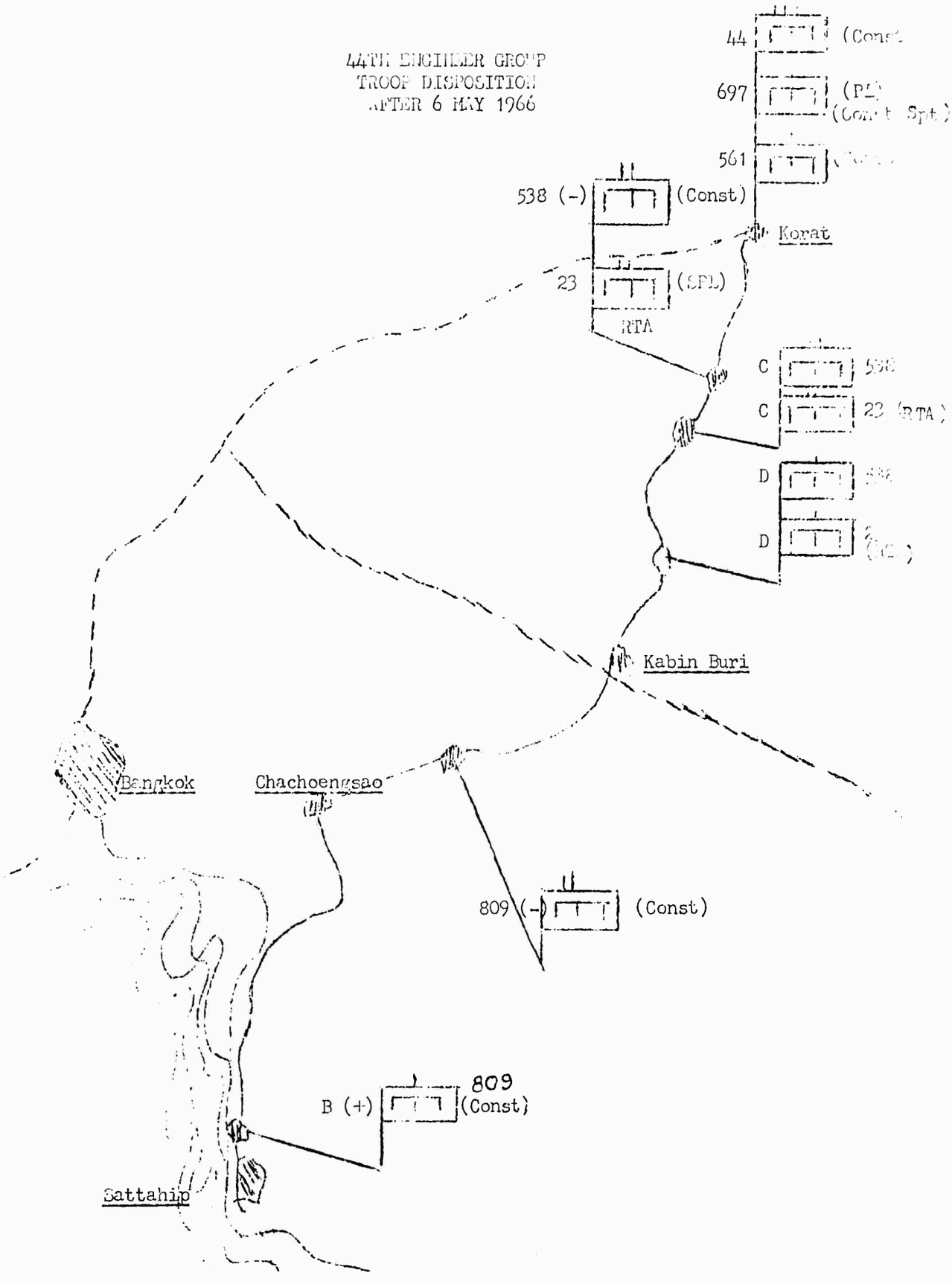
NORMAL COMMAND

OPERATIONAL CONTROL ONLY



PROJECTS

(1) Cantonment area West II (Friendship)
(2) Cantonment area West (Friendship)
(3) USARTHAI HQ BLDG
(4) Security Guard Regt. HQ.
(5) Extension of Camp Friendship Cantonment
(6) Four man BOQ's
(7) Korat Depot Paving
(8) Korat POL Facility
(9) Signal Sites Additions
(10) Bangkok By-Pass Extension
(11) Lop Buri Spl Forces Camp
(12) Bangkok By-Pass Road
(13) Sattahip Ammo Depot
(14) Sattahip Cantonment
(15) Sattahip POL Facility
(16) Sattahip Signal Site


44TH ENGINEER GROUP
TROOP DISPOSITION
AFTER 6 MAY 1966
44 (Const
697 (PL)
(Const Spt)
561
538 (-) (Const)
Korat
23 (SPL)
RTA
C
C 23 (RTA)
D
D
Kabin Buri
Bangkok
Chachoengsao
809 (-) (Const)
B (+) 809
(Const)
Sattahip

CONFIDENTIAL

GPOP-MH (5 May 66) 3d Ind (U)
SUBJECT: Operations Report of Lessons Learned for the Period Ending 30 April 1966 (Reports Control Symbol GSGPO-28 R1)) (U)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 12 JUL 1966

TO: Assistant Chief of Staff for Force Development, Department of the Army, Washington D.C. 20310

1. The Operational Report on Lessons Learned of the 44th Engineer Group for the period 1 January - 30 April 1966 is forwarded herewith. It is considered that this is a highly informative report that sets forth many problem areas in a concise, logical manner.

2. In general regard to the repair parts problem, it should be noted that a DA letter, received at this headquarters on 20 May 1966, contained a recommendation of the Chief of Engineers that Engineer units deploy with 90 days supply of repair parts. This recommendation was forwarded to USARV, for comment directly to DA. USARV concurred in the recommendation. Early DA implementation, including extension to Engineer units deploying to Thailand, is expected,and this should relieve shortages of repair parts for all Engineer units deploying to SEA.

3. In reference to paragraph 2a(1)(a), USARYIS 2d Indorsement, it should be noted that this headquarters has a separate action underway to clarify USARPAC ICP/2d Logistical Command responsibilities for improving the supply of repair parts.

4. In regard to Section I, paragraph 9a, basic report, this headquarters has requested USARYIS to advise this headquarters of actions taken, or to be taken, to establish a Class IV construction materials stockage to support troop construction efforts in Thailand.

5. Reference paragraph 2b(1), USARYIS 2d Indorsement, the statement is correct as set forth. In reference to paragraph 2b(2), same indorsement MTOE's for the 538th Engineer Battalion and the 809th Engineer Battalion (- Company A), have been forwarded to DA. The MTOE for Company A, 809th Engineers, was received at this headquarters late in June and will be forwarded ASAP.

6. In regard to Section II, paragraph B2, of the basic report, the statement is not entirely correct. Paragraph 3-27, AR 725-50, provides for submission of requisitions concurrently with requests for authorization. This permits temporary issue of equipment pending approval for inclusion of the equipment in the appropriate authorization document.

FOR THE COMMANDER IN CHIEF:

D. A. [illegible]
Capt, AGC
Asst AG

1 Incl
ne

Copy furn:
CG USARYIS, Attn: RIC-MH

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[illegible] ([illegible]) [illegible] 9 JUN 1966

SUBJECT: Operational Report of Lessons Learned for the Period Ending 30 April [illegible] (Reports Control Symbol [illegible])

[illegible], [illegible] Army, [illegible], APO San Francisco [illegible]

TO: [illegible], United States Army, Pacific, A[illegible]: [illegible]

1. (U) [illegible] Operational Report [illegible] Lessons Learned [illegible] (Command[illegible]) for the quarter ending 30 April [illegible].

2. (C) [illegible] report [illegible], [illegible] Logistical [illegible] concerned [illegible] the following comments are submitted:

a. [illegible] of the report:

(1) [illegible]:

(a) [illegible] [illegible] supply of spare parts. [illegible] requisitioning [illegible] (/C) for Class II and IV repair parts, to include requisitioning for replacement of required items. [illegible] 2. [illegible] actions: 1) the [illegible] orders to fill requirements for [illegible] requisitions [illegible], and 2) [illegible] requisitions for repair parts [illegible] to [illegible] in [illegible]. Following [illegible] supply of repair [illegible] requisitions in [illegible].

(b) [illegible] of repair parts [illegible], in part, [illegible] critical [illegible] shortage. Partial relief provided [illegible] in April [illegible] should result in improvement in the supply of spare parts.

(c) [illegible] of [illegible] reports [illegible] in accordance with A[illegible] 220-[illegible] clearly portrays the effects of delayed supply of repair parts [illegible] Logistical Command.

(2) [illegible]: Paragraphs [illegible] and [illegible], A[illegible] 310-[illegible], as implemented by [illegible] Regulation 310-[illegible] and 310-[illegible], provide for immediate [illegible] [illegible] for authorization to procure supplemental and special type equipment required for a specific mission and location. [illegible] Logistical Command has been apprised of the foregoing.

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DOWNGRADED [illegible]
DECLASSIFIED [illegible]
DOD DIR 5200.10

CONFIDENTIAL

[illegible] 9 JUL 1968

SUBJECT: Operations Report [illegible] for the Period Ending [illegible] April 19[illegible] ([illegible])

[illegible]

(1) [illegible]

(2) [illegible]

(3) [illegible]

(4) [illegible]

[illegible]

(1) [illegible]

(2) [illegible] Although it is recognized that

2

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[illegible]

SUBJECT: Operational Report of Lessons Learned for the Period Ending 30 April 19[illegible] (Reports Control Symbol [illegible]-28 (R1))

9 JUN 1966

[illegible] approximately [illegible] percent of personnel [illegible] still [illegible] successfully, [illegible] replacement is better than [illegible] requisition.

[illegible]:

[illegible]

[illegible]

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RILC-CO (5 May 1966) 1st Ind
SUBJECT: Operations Report of Lessons Learned for the Period Ending 30 April 1966 (Reports Control Symbol CSGPO-28 (R1))

HEADQUARTERS, 9TH LOGISTICAL COMMAND (B), APO U.S. Forces 96233, 5 May 1966

TO: Commanding General, U.S. Army, Ryukyu Islands, APO U.S. Forces 96331

1.(U) Reference paragraph 9b. The constant revision of ASL's and PLL's causes some of the lag in filling of requisitions, however, the main problem is that many items are not readily available in the supply system. Every effort is being made by this command to obtain repair parts and with this in mind, the USAD, Thailand, has recently increased the Requisitioning Objectives; a fact which should alleviate the problem to some extent. In the same vein, local purchase is utilized wherever possible to obtain repair parts and contracts are in effect to accomplish recapping of tires.

2.(U) Reference paragraph 9c. This command is bound by regulation to comply with NAADS. Interim measures to provide special equipment, such as rental of equipment is and has been recommended.

3.(U) Reference paragraph 9f. The 538th Engineer Battalion (Const), for example, arrived in this command in August 1965 with enlisted men who were 60 - 90 day losses. In addition, the unit was under strength. Emergency requisitions were submitted for losses; however, due to the high non-arrival rate of qualified enlisted men in technical MOS's, the individual battalions have experienced personnel shortages. DA has seen fit to fill some of the losses with available bulk assignments. The time frame for submission of requisition until the individuals are received is approximately 5 to 6 months. Coupled with the non-arrival rate, this can only result in a shortage of qualified personnel. The above status of personnel is reflected on USARPAC Job Order 1237, and by a special "non-arrival report" submitted to higher headquarters each month.

4.(U) Reference paragraph 9g. The under strength referred to in this paragraph is actually caused by the non-arrival of qualified personnel. Even though individuals are carried on morning reports when they are intransit in or out, if the arrival rate were higher, then a physical under strength would not exist. An example of the non-arrival rate is noticeable in the 538th Engineer Battalion (Const) during the month of January. 130 enlisted men were due to arrive; yet only 40 reported. Shortages in the 44th Engineer Group (Const) have been alleviated to some extent by bulk assignments and extensions of personnel in accordance with current regulations.

5.(U) Reference paragraph 9h. Information received from USARYIS on 5 May 1966 indicates that day room furniture is being shipped to this command this week. In addition, it is planned to open a hobby shop in the 538th Engineer Battalion (Const) area in the very near future and as soon as a facility is available, one will also be opened in the 809th Engineer Battalion area. Promotion allocations from DA are based on the availability

DOWNGRADE AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

AGOC-C-223 682-15 May 66 RID-PC- CONFIDENTIAL

RILC-CO
SUBJECT: Operations Report of Lessons Learned for the Period Ending 30 April 1966 (Reports Control Symbol GSGPO-28 (R1))

of funds and the Army wide status of grades. Allocations are closely monitored and are broken out on an equitable basis by each level of command.

6.(U) Reference Section II, A. Areas of interest mentioned in this paragraph are being considered for manpower requirements by this headquarters. A representative will visit units concerned in the near future to assist them in the proper procedures to obtain overhead type personnel.

7.(U) Reference Section II, A-3. Actually, action to adjust rotation dates of personnel of the 538th Engineer Battalion (Const) was instituted in October 1965.

8.(C) Section II, D. An Engineer Detachment Terr TM IK, is due in-country in the near future. Its arrival should alleviate the problem cited in this paragraph.

9.(U) Reference Section II, E-2. All aircraft within the command are presently centralized under the 9th Logistical Command Aviation Section and operate under the control of the Transportation Officer. This arrangement greatly facilitates maintenance and other overhead type operations as well as making the aircraft available to the greatest number of people.

1 Incl
44th Engr Gp Command Report

W. H. McKENZIE III
Colonel, CE
Commanding